496

The only railway at present is a short length of 16 miles, constructed at the cost of the State, which is included in a branch of the North-Western State Railway from Wazírábád through Siálkot. It cost 9·6 lakhs, and has usually earned a net profit of 1 to 2½ per cent., in addition to the rebate allowed from traffic exchanged with the North-Western Railway. A line has been surveyed along the Jhelum valley route, and it is proposed to work this by electricity derived from the river.

205 648 Post Office

The State is included for postal purposes in the circle administered by the Postmaster-General of the Punjab and North-West Frontier Province. Formerly Kashmír had its own postal service and used its own postage stamps, but as far back as 1876 there were British post offices in Srínagar and Leh. The State stamps were used only for local purposes, and letters and other postal articles passing between the State post offices and British India were charged with both Kashmír and Indian postage. In 1894 the State posts were entirely amalgamated with the Indian postal system. The following statistics show the advance in postal business since 1880–1 :—

| | 1880–1. | 1890–1. | 1900–1. | 1904–5. |
|---|---|---|---|---|
| Number of post offices | 2 | 2 | 81 | 78 |
| Number of letter boxes | ... | ... | 199 | 207 |
| Number of miles of postal communication | ... | ... | 1,588 | 1,678 |
| Total number of postal articles delivered :— | | | | |
| Letters | 48,126 | 138,016 | 1,414,140 | 1,519,674 |
| Postcards | 3,406 | 26,858 | 1,009,182 | 1,639,430 |
| Packets | 831 | 16,146 | 96,356* | 166,400 |
| Newspapers | 42,978 | 70,106 | 193,414† | 246,074 |
| Parcels | 1,742 | 4,914 | 32,786 | 77,402 |
| Value of stamps sold to the public Rs. | ‡ | ‡ | 81,030 | 1,06,018 |
| Value of money orders issued Rs. | ‡ | ‡ | 3,10,991 | 16,37,787 |

* Including unregistered newspapers. † Registered as newspapers in the Post Office. ‡ The figures are included in those of the Punjab.

731 Famine

The accounts of early famines are vague, but it is known that they occurred. While Sher Singh was governor (1831–3) severe distress was felt and many people fled, but the next governor, Mián Singh, did much to restore prosperity by importing grain. It is said that the population was reduced to a quarter in that famine. In 1877–9 a worse disaster was experienced and the loss of life was enormous. Famines in Kashmír are not caused by drought, as in India, because the

**Jammu Town.**—Capital of the Jammu province, Kashmír State, and the winter head-quarters of the Mahárájá, situated in 32° 44′ N. and 74° 55′ E., at an elevation of 1,200 feet above sea-level. Population (1901), 36,130. It lies high on the right bank of the river Táwi, which flows in a narrow ravine to join the Chenáb. The town covers a space of about one square mile, densely packed with single-storeyed houses of round stones and mud with flat tops. In the upper portion are superior houses of brick, and in the Mandi stand the State offices and the palaces of the Mahárájá and his brother. The general effect of Jammu is striking; and from a distance the whitewashed temples, with their gilded pinnacles, suggest a splendour which is dispelled on nearer acquaintance. The most conspicuous of the temples is Raghunáthji, but like all the other buildings in Jammu it is commonplace. The Dográs have little taste in architecture, and are essentially economical and practical in their ideas of domestic comfort.

The railway, which runs to Siálkot, a distance of about 27 miles, starts from the left bank of the Táwi. The river is spanned by a fine suspension bridge, and a good cart-road runs from the bridge as far as the Mandi. The other streets are narrow and irregular, and there is nothing of striking interest. Of late years the construction of water-works, the opening of the cart-road to the Mandi, the suspension bridge over the Táwi, and the railway extension from Siálkot have improved the conditions of life in Jammu; but there has been no marked response either in population or in prosperity.

In the palmy days of Rájá Ranjít Deo, towards the latter part of the eighteenth century, it is stated that the population was 150,000. There is nothing in the geographical position of Jammu which makes for prosperity. It lies on the edge of the Mahárájá's territories, with an infertile hinterland. Rightly speaking, it should have been the emporium for Kashmír commerce, but the construction of the Kohála-Srínagar cart-road has taken trade away from the Jammu-Banihál route. At present there are hopes of the development of coal-mines to the north, which might bring prosperity to the Dográ capital; and the railway projected from Jammu to Srínagar would restore much business.

The town is situated on a hill. It may be aptly called 'the city of temples,' as every traveller is likely to be impressed with these, while approaching by road or train. The largest and the central place of worship is the temple of Srí Raghunáthji. The town was a great centre of industry in the time of the

the country's resources and in the expansion of trade. 175
Another brother of the Maharaja, Raja Ram Singh was for 648
several years the Commander-in-Chief of the State forces. 643

In 1877, a British Officer had been stationed as Political Agent at Gilgit. He had been withdrawn in 1881, 175
but in 1889 the Agency was re-established. The Agency 648
comprised the chiefships of Hunza and Nagar and the governorships of Punial, Yasin, Kuh-Ghizr and Ishkoman. Hunza and Nagar, separated from each other by a river, are in the extreme north of the territory. The inhabitants of the former are mostly Maulais and of the latter Shias. In 1885, the Kashmir garrisons at Chaprot and Chalt were attacked. When the British Political Agent, Colonel Durand, visited Hunza and Nagar in 1889, the chiefs made an apparent submission, but they failed to keep the conditions agreed upon. Hostilities broke out, and after some fighting, Hunza and Nagar were occupied by a combined force of the British India and the State troops in 1891. The Chief of Nagar was reinstated by His Highness' Government. But the Chief of Hunza fled to Chinese Turkistan, and his half brother, Safdar Khan was installed in his place.

The Sialkot-Jammu Railway was opened to traffic in 496 ●
1890. The Jhelum Valley Cart Road, 132 miles long, 491
which had been commenced in the time of Maharaja Ranbir Singh, was completed in the early nineties. The part of it between Kohala and Baramulla (98 miles) had been opened in 1889. The road connects Srinagar with Kohala. A bridge at Kohala joins His Highness' territory with British India, and from the bridge runs a 64 miles road through Murree to Rawalpindi. The construction of the Banihal Cart Road is another achievement of the late Maharaja's reign. Its importance lies in the fact that it connects Srinagar, the summer capital of the State with Jammu, the winter capital, which is also a railway station, without passing through British Indian territory. The two routes together with their branch roads form one of the finest systems of mountain roads in the world.

A few words about the old routes to Kashmir appear 487
to be necessary here. The Murree route from Deval to Baramulla consisted of eleven marches. Deval could be reached by cart from Rawalpindi. It was usual to take a boat at Baramulla for Srinagar. But even this short journey took more than 24 hours. Then there was the

tarred. This road runs from Srinagar to Kohala connecting Kashmir Valley with Murree and Rawalpindi. From mile 111 (Domel), a branch of this road runs towards Ramkot and connects the valley with the Hazara district. There is heavy vehicular traffic on this road which is maintained in a fairly good condition and remains open to traffic throughout the year. 491

The Banihal Cart Road, which has a length of 200 miles, connects Srinagar with Jammu, the winter capital of the State. The road traverses the Banihal Pass which is at an elevation of 9,000 feet from the level of the sea. About 100 miles of this road have been tarred. It is the most important road in this State, as it runs through the heart of Jammu and Kashmir territories to the Jammu (Tawi) railway station. Due to heavy snow-falls, however, a portion of the road generally remains closed during winter months. A heavy snow-plough and a bull grader have been purchased for the clearance of the snow. They have been found very useful in removing the snow quickly and economically when it has not accumulated to a depth of more than 2 feet.

Attention has been given recently to the work of widening of this road at bad corners and removing the curves on it, and thus shortening the distance between Srinagar and Jammu.

The Leh Treaty Road is in point of importance, the third road in the State. It is the main trade route connecting Ladakh and Central Asia with India. This road is metalled up to Ganderbal. From there to Sonamarg, a distance of 38 miles, a fair weather motorable road has been constructed. The rest of the road is a bridle path.

The fourth road is the Bandipur-Gilgit road with a political importance similar to the Leh Treaty Road. It runs over the Burzil pass and is 193 miles in length. Owing to the lease of Gilgit to the Government of India in 1935, the State is now maintaining only 165 miles of this road. It is a bridle road throughout.

Several minor roads have been newly constructed in recent years and interior mountainous parts of the State have been thrown open to traffic to provide better facilities for trade. The Batote-Bhadarwah fair weather road was recently opened to light motor traffic.

The Jammu-Suchetgarh Railway is so far the only railway in the State. But motor lorry services connect [496]